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intimating that such order was in consequence of the protest of the Naval authorities against the dress as being unbecomingly ostentatious.

Full reading of the paragraph above alluded to, I was ignorant of the cause of the order in question; but as an officer in H. M. Customs, and one who has, in obedience to directions, provided myself with the appointed uniform, I should like to be informed in what consists the offensive approximation to the naval dress. The cloth is the same colour, it is true, but the buttons are the regular Customs' buttons. The cap is crimson, and the trousers are in a wreath (*minus the asterisk*), and a band of gilt cord round the wrist, as the distinctive badge of the position of the wearer.

I should be sorry to hint anything offensive to the dress, but perhaps they would feel satisfied if we were put in *keery-red cuffs and collar, &c.*, &c.; or perhaps they would object to our wearing the policeman's dress.

As far as I am concerned, I should much prefer the dress as it now stands, and our being allowed to go on as heretofore, provided the Government would pay the costs which I have been reluctantly compelled to incur. In answer to the second question, I hope the Government will not so far sacrifice its dignity as to yield to the (at least) frivolous objections of a few servants in *haz Majesty's* H.N., and so deprive the Customs of the brilliant and conspicuous light in the eyes of all men.

By giving insertion to the above in your next, you will oblige

CUSTOMS HOUSE OFFICE.

case the public had previously to wait until the fol- of all letters. Re (25 903) is -

of letters taken out by them for delivery no longer being counted; and a sufficient check, as regards the postage received by them, being made up by the use of one general book, which includes all the postage.

The mode now adopted for obtaining a return of the number of letters, packets, book packets, and newspapers, is as follows:—Every postmaster is required to send in a return of the number of letters, &c., posted at his office from the 18th to the 22nd of each month, the Sydney Inland Letter Office following the same course. From these returns the average for each month is calculated, and the yearly average calculated. A complete list of the number of letters received at and despatched from the Sydney General Post Office being kept, the returns thus required from each post office are sufficient.

viz., that of bringing the country mails into the metropolis as early as possible in the morning, and despatching such mails as are to be

have elsewhere referred to a time bill, upon the receipt of which was entered the addresses of registered letters, and enclosed in a mail bag. These time bills were only sent from Sydney, in addition to which a way bill, which, however, was not accompanied the mails upon some of the longer routes, the addresses of the registered letters being longer entered on a separate bill, which was also offered to adopt one that would give the names of the office at which mails were received or deposited, the number of the bags, together with the hour of arrival and departure, and that this bill should be conveyed by the mailman or guard, and presented at every office on the road, the necessary entries being made thereon by the postmasters. This time bill is made up in the post office colony, and, when duly filled in, is transmitted to Sydney, which means the office in the possession of valuable information in the transmission of every mail. I anticipate some able further to simplify and improve many of the

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MISCELLANEOUS.

I alluded so fully in my report for 1857, to the short comings of the Post Office, that I have been obliged to depend for its Postal Commissions, with the United Kingdom, that it is unnecessary to say in this report go over the same ground. I append, however, a statement showing the actual days of arrival and departure of the mails during the year ending 1858. The days of despatch have in every instance been adhered to, except in the case of the January mail, which was detained two days for the accommodation of the Government, and the allowance for replies being sent to the correspondence arriving in the Straits.

The Return shows that with one exception, viz. the June mail, which brought the June mails, the rule has been observed, that the mails should invariably arrive at the beginning of the month, and that the June mail; and the July mail did not arrive until the middle of the month. I sincerely trust that the Post-office Report for 1859 will show a very different and improved state

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tor, an appointment that has been urgently needed for a very long period. During the two months of his absence, the duties of this appointment, Mr. Levinge, the gentleman named, has ably discharged, engaged in arranging time tables, and making himself master of various points that required attention before the new line could be opened. As it is, I cannot, therefore, give in this report the details of the first tour of inspection, which embraced the main Southern Road as far as Albury, and some of the Southern Branch Lines. To anticipate the greatest benefit from the new line, it is necessary that the mail contracts and the country post office require a supervision far more minute and more local than can be afforded by correspondence with and from the General Post Office. The new regional post routes to be pursued, and the new postal lines established, I am too often dependent for the decision

anomalous, but are capable of explanation. There is nothing to notice in the portion relating to the rail

Foremost of the present requirements of the department, I must again advert to the absolute necessity of a new General Post Office. The annual reports of 1855 and 1856, contain a full and extended account of the various alterations and extensions and alterations that have from time to time been made; and I may state in this report, that at the present time, no inland room in course of construction, which will be ready for occupation, and these alterations necessarily afford but inadequate and partial accommodation. The disconnection of the various offices, and the general want of space, continue to be a serious and pressing evil, which can be remedied only a post office, commensurate with the importance of the colony and its metropolis, is completed.

A new post-office, on an extended scale, would not only allow of branches being added to the Department, but would consolidate the work of the office, and concentrate the duties of its clerks. At the present time, the public business of the Department is held on the Post Office, in 1851, is as applicable as ever, and I cannot do better than transcribe it :-

THE GENERAL POST OFFICE.

"This is the place where the public business of the Department is held."

better to make no change in the return for 1857, which forms a statistical document for that year. It

is it practicable (according to the opinion of the Engineer-in-Chief) to demolish the present Post Office, which is situated in the corner of the Commercial Road, and to erect a new building, the accommodation (even temporarily) so urgently required, owing to the walls and other parts of the building being in so dilapidated a state, and so weakened by repeated alterations. Under these circumstances, and in view of the fact that the present Post Office, which the present Post Office stands is extremely valuable, and would, if sold, in all probability realise a sum nearly sufficient to cover the cost of erection of a new building, it is the opinion that it would be greatly to the advantage of the public if the land reserved on some of the ground in the Old Barrack-square, still undisposed of, and a new post office erected thereon, on a scale suitable to the present and prospective requirements of the community, and in keeping with the great improvements now going on in that quarter of the city; and that when completed the present Post Office, and the ground on which it stands, "should be sold to the public."

Referring to the branches which I have stated might be added to the department, the establishment of a money order system, in connection with the Post Office, is a subject which has been under consideration, and yet its establishment in the sister colony of Victoria, points to the necessity of preliminary steps being shortly taken by this colony, towards being in a position to establish an institution of the kind. It is desirable that the Government should, for some time past, been brought to the Post Office

Chippendale and South Sydney. The Paddington delivery extends to Carisbrook Cottage on the Old

I must here also bring under the notice of the Government, the applications that have from time to time been made by many of the large provincial towns, for Government post offices to be erected therein. The increasing postal business of these towns, the disadvantages attending the employment of postmasters by other engagements, and the gradually increasing staff of provincial letter-carriers that has become necessary, are all strong reasons for the adoption of some such measure.

It may be that there would be expedient and economical to have telegraph stations under the same roof as these post offices, although I think it doubtful whether such a plan would be practicable, in consequence of the postmaster and telegraph clerk. I have, &c.

W. H. CHRISTIE, Postmaster-General.

RETURN showing the actual and specified day of Arrival and Departure of the Mail Carriers, Steamers during 1858.

Name of Vessel.	ARRIVAL.		Specified date of Departure.
	Actual date of Arrival.	Actual date of Arrival.	
		1858.	1858.
Sims	11 January	11 January	5 January
Victoria	15 February	15 February	10 February

total number passing through New South Wales Post
Offices, 3,483,209.

Name of vessel.		Actual Date of Departure.	Specified date of Departure.
		1898.	1898.
Columbian	.....	15 January	15 January
Sunila	.....	17 February	17 February
Enos	.....	11 March	12 March
Victoria	.....	11 April	11 April
European	.....	11 May	11 May
Australasian	.....	1 June	1 June
Enos	.....	1 July	1 July
Columbian	.....	1 August	1 August
European	.....	10 September	11 September
Victoria	.....	10 October	11 October
Enos	.....	11 November	11 November
Columbian	.....	11 December	11 December

SALES BY AUCTION.

MR. CHARLES MARTYN holds a regular sale by auction every TUESDAY, THURSDAY, and SATURDAY, at 11 o'clock precisely. All parties sending horses or other stock, carriages, etc., are requested to call on the auctioneer previous to the sale, stating brand, age, condition, and amount reserve, otherwise a sale will be effected to the highest bidder.

MR. CHARLES MARTYN will sell by auction, at the Bazaar, 245, Pitt-street, THIS DAY, at 11 o'clock.

The usual variety of saddle and harness horses, carriages, gigs, dogcarts, spring carts, drays, trucks, harness, saddlery, &c.

To Breeders of Sheep.
Pure Merino Rams.
Ex Ferdinand Brumm.

MR. C. MARTYN has received instructions from Messrs. Raymond and Co. to sell by auction, at the Bazaar, on MONDAY, 12th instant, at 12 o'clock.

Fine pure Merino rams, just arrived, ex Ferdinand Brumm, selected from the well known flock of Raymond and Co., and of the highest quality.

The above are selected from the flock of his late Majesty George III., and have never been crossed.

"Brown George," Heavy Draught Entire.
Heavy Draught Entire.

MR. C. MARTYN has received instructions from Mr. John Seath to sell by auction, at the Bazaar, on TUESDAY, 13th instant, at 12 o'clock.

"Brown George," a heavy cart horse, 8 years old, stands 17 hands, with immense bone.

"Brown George" is got by "Glenelg," out of a Lincoln mare. "Brown George" has covered four seasons in the Windsor district, where his stock can be seen.

YOUNG CHAMPION.
Draught Stallion.

MR. C. MARTYN has received instructions from Mr. Thomas Dickson, of Windsor, to sell by auction, at the Bazaar, on TUESDAY next, 13th instant, at 12 o'clock.

"Young Champion," a heavy cart horse, 8 years old, stands 16 hands, with immense bone.

"Young Champion" is got by the celebrated imported horse "Wilshire Champion" of the property of Mr. Chas. King, out of a pure Shetland mare.

Important to Breeders of Thoroughbred Stock.

MR. C. MARTYN has received instructions from Mr. McGowan to sell the whole of his thoroughbred horse stock, on account of his retiring from the turf.

The brood mares will be sold by auction on 27th September, if not previously disposed of by private contract, and the young stock in January next.

Mr. McGowan's stock is well known not to be surpassed by any other stud in the colony, and no man's stud has produced so many noted winners on the New South Wales turf.

Full particulars will appear in a future advertisement.

THIS DAY.—Horse Sale.

BURT and CO. will sell by auction, at their Bazaar, Pitt and Castlereagh streets, THIS DAY, Saturday, at 11 o'clock.

Brown draught horse.
Bay gelding horse.
Grey ditto ditto, up to weight, and need to country work.

20 horses of various descriptions.
Dogcarts, gigs, trucks, drays, &c.

Horses, &c.
THIS DAY.

MR. S. WOOLLER will sell by auction, at the New Horse Repository, Pitt-street, THIS DAY, at 11 o'clock.

10 good horses, just arrived from the country, all in good condition, and well broken in to saddle and harness.

Horses and carts, drays, gigs, spring carts, saddles, cart harness, &c.

Terms at sale.

TUESDAY, 6th September.

To Ironmongers, Ship Chandlers, Tent-makers, Builders, Painters, Paperhangers, and others.

Drain Piping.
Patent Safety Fuse.
Galvanized Tiles.
Sheet Shears.
Boilers.
Adzes.
White Lead.
Red ditto.
Boiled and Raw Oil.
Paperhangings, &c., &c.

PEEK and FOTHERINGHAM have received instructions from the importers to sell by auction, at their Rooms, 302, (late 314), George-street, on TUESDAY next, 6th September, at 11 o'clock precisely.

Several invoices of the above.

Particulars in a future issue.

Terms at sale.

Europe Road.
Manila ditto.

On account of whom it may concern, ex Telegraph, master, from Liverpool, damaged.

PEEK and FOTHERINGHAM will sell by public auction, at their Rooms, 302 (late 314), George-street, on TUESDAY next, 6th September, at 11 o'clock precisely.

C in diamond.

41-1 coil, 100 fathoms, 2 1/2 inch Europe standing-rigging ... 17 1 4

42-1 ditto, ditto 4 1/2 inch ditto rope, 4 strand ... 3 1 1 1

43-1 ditto, ditto 5 1/2 inch ditto rope, 3 strand ... 1 3 1 1

44-1 ditto, ditto 6 1/2 inch ditto rope, 3 strand ... 1 2 1 1

45-1 ditto, ditto 7 1/2 inch ditto rope, 3 strand ... 1 3 1 1

46-1 ditto, ditto 8 1/2 inch ditto rope, 3 strand ... 1 3 1 1

47-1 ditto, ditto 9 1/2 inch ditto rope, 3 strand ... 1 3 1 1

48-1 ditto, ditto 10 1/2 inch ditto rope, 3 strand ... 1 3 1 1

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9.
TON, Registrar.

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